

IN THE CLAIMS

Please amend the claims as follows:

1. (Currently Amended) A method for determination of the determining torque of an internal combustion engine [[by]] comprising:

acquiring acquisition (1) of a first measured variable relating to an angular velocity of an internal combustion engine,

characterized by

acquiring acquisition of a second measured variable relating to a charge pressure of the internal combustion engine or simulation of a charge pressure value on the basis of the first measured variable and

determining determination of the torque from the first measured variable and the second measured variable or from the first measured value and the simulated charge pressure value.

2. (Currently Amended) The method as claimed in claim 1, wherein said first measured variable is an angular velocity, and said acquiring of a first measured variable comprises operating is acquired by way of a sensor wheel as first measured variable.

3. (Currently Amended) The method as claimed in claim [[1 or]] 2, wherein a sensor wheel error is compensated [[(2)]] in determination of the torque.

4. (Currently Amended) The method as claimed in one of claims claim 1 [to 3], further comprising filtering wherein the first measured variable relating to the speed is filtered (3) to reduce disturbances in determination of the torque.

5. (Currently Amended) The method as claimed in one of claims claim 1 [[to 4]], further comprising compensating for wherein the inertial forces caused in rotation of the internal combustion engine by the components of such internal combustion engine are compensated (4) in determination of the torque.

6. (Currently Amended) The method as claimed in ~~one of claims~~ claim 1 [[to 5]], further comprising ~~considering~~ wherein the charge pressure is ~~taken into consideration~~ by way of a characteristic (5) in determination of the torque.

7. (Original) The method as claimed in claim 6, wherein the characteristic is linear and is obtained in particular by charge pressure variation measurements or discharge measurements.

8. (Currently Amended) A device for determination of torque of an internal combustion engine, having said device comprising

a first sensor mechanism for acquisition [[(1)]] of a first measured variable relating to angular velocity of the internal combustion engine,

~~characterized by~~ a second sensor mechanism[[,]] for acquisition of a second measured variable relating to charge pressure of the internal combustion engine or a simulation mechanism for simulation of a charge pressure quantity as a function of the first measured variable and

a data processing mechanism ~~which is~~ connected to the first and second sensor mechanisms or to the first sensor mechanism and to the simulation mechanism for determination of torque from the first measured variable and the second measured variable or from the first measured variable and the simulated charge pressure variable.

9. (Original) The device as claimed in claim 8, wherein the first sensor mechanism has a sensor wheel by means of which an angular velocity may be acquired as first measured variable.

10. (Currently Amended) The device as claimed in claim 8 [[or 9]], wherein the data processing mechanism comprises a compensation mechanism for compensation [[(2)]] of a sensor wheel error.

11. (Currently Amended) The device as claimed in ~~one of claims~~ claim 8 [[to 10]], wherein the data processing mechanism comprises a filter unit for filtering [[(3)]] the first measured variable in relation to the speed for reduction of disturbances.

12. (Currently Amended) The device as claimed in claim 8, wherein the data processing mechanism comprises a compensation unit for compensation [[(4)]] of inertial forces which arise in rotation of the internal combustion engine as a result of the oscillating components of such forces.

13. (Currently Amended) The device as claimed in ~~one of claims~~ claim 8 [[to 12]], wherein the charge pressure may be taken into account in the data processing mechanism by way of a characteristic [[(5)]].

14. (Original) The device as claimed in claim 13, wherein the characteristic is linear and in particular may be acquired by way of charge pressure measurement or discharge measurements.

15. (New) A method for determination of the torque of an internal combustion engine, said method comprising

measuring a first variable relating to an angular velocity of the internal combustion engine,

measuring a second variable, wherein said second variable relates to one of:

a charge pressure of the internal combustion engine and

simulation of a charge pressure value on the basis of the first variable; and

calculating said torque from said first variable and one of said second variable and said simulation of a charge pressure value.